



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	MCGRATH, AK	<b>Accident Number:</b>	ANC97LA138
<b>Date &amp; Time:</b>	09/01/1997, 1630 AKD	<b>Registration:</b>	N9129M
<b>Aircraft:</b>	Cessna U206E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor, 1 None

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Non-scheduled

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On September 1, 1997, about 1630 Alaska daylight time, a Cessna U206E airplane, N9129M, was substantially damaged when it nosed over during landing at the Tatitna landing strip, seventy three miles east of McGrath, Alaska. The airline transport certificated pilot was uninjured. The front seat passenger sustained minor injuries. The back seat passenger sustained a serious neck injury.

The airplane was operated by Alaska Air Taxi, of Anchorage, Alaska. The flight was conducted under 14 CFR Part 135 as an on demand air taxi from Anchorage to the Tatitna strip. The flight departed Lake Hood strip at 1530. Visual meteorological conditions prevailed at the time of the accident, and a company flight plan was filed.

The pilot said that upon landing, the nose gear collapsed and the airplane nosed over onto its back.

Witnesses on the ground, and the passengers, observed the airplane land hard and bounce into the air. The passengers said the airplane bounced twice, and on the third touchdown, nosed over. Both passengers stated that the landing was slightly downwind.

The engine and empennage both separated from the airplane.

The nose landing gear assembly had been installed on the airplane twelve days prior to the accident. Inspection of the nose wheel, strut, and forks, revealed permanent deformation to the left. Further microscopic inspection of the failed components at the NTSB metallurgical laboratory revealed fractures typical of right to left overstress. A small region of fatigue was observed at the forward bolt hole of the right fork.

Neither passenger had their seatbelt fastened. Both passengers said that the cargo was not restrained, and had been placed on top of the rear seat passenger's lap belt, and that there was no belt available for the rear seat occupant. The passenger seated in the right, front seat said that his belt and shoulder harness were both available, but he did not wear them. During the

accident sequence, the cargo struck the rear seat passenger.

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/09/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 340 hours (Last 90 days, all aircraft), 121 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9129M
<b>Model/Series:</b>	U206E U206E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20601529
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	08/08/1997, 100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	44 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7824 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	JACK BARBER	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	JACK BARBER	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	ALASKA AIR TAXI	<b>Operator Designator Code:</b>	JKGC

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LAKE HOOD STRIP, AK (Z41)	Type of Flight Plan Filed:	Company VFR
Destination:	TATITNA, AK (AK48)	Type of Clearance:	None
Departure Time:	1530 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	TATITNA (AK48)	Runway Surface Type:	Gravel
Airport Elevation:	1490 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1200 ft / 12 ft	VFR Approach/Landing:	Full Stop; Valley/Terrain Following

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor, 1 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS
Additional Participating Persons:	EDWARD A KORNFELD; ANCHORAGE, AK
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .